

July 21, 2006

06-1130-02

Mr. William J. Meeks, P.E.
City Engineer
101 North East Street
Crown Point, IN 46307

RE: LOI for the New Interchange Project Development on I-65

R. W. Armstrong is pleased to submit our qualifications for the above mentioned project. Our proposed team is one that is made up of local professionals from our Merrillville office supported by our Indianapolis staff. With this project just a few miles from our office, we have a vested interest in its success. We drive this route everyday and understand the need for the new interchange at 109th Street.

I will be project manager on this project and will be your point of contact until construction is complete. The rest of our team is made up of professionals that have performed on other new interchange projects and have significant Interchange Justification Report experience with the FHWA. We recently were a part of the I-70 Fast Track project in Indianapolis that was designed and constructed in only 30 months! This included a major new \$35 M interchange at Six Points Rd. that our team designed.

Having in-house land acquisition and environmental services helps keep the critical path schedule items in line. **We feel we can beat your proposed schedule by at least four months!** We bring our clients outstanding value by beating schedules, identifying issues before they become problems, being innovative, and always communicating with all the stakeholders. That's why we've become INDOT's go-to consultant for large fast track projects. We hope to get the chance to share more of our ideas on this project with you in the near future.

If there are any questions regarding the information contained in this proposal, please call me at 219-738-2258.

Sincerely,

R. W. ARMSTRONG & ASSOCIATES, INC.

Phillip E. Gralik, P.E.
Associate, Regional Director

		P. 219.738.2258	F. 219.738.2259
8300 BROADWAY	SUITE E-1	MERRILLVILLE, IN 46410-6251	
WEB SITE: www.rwarmstrong.com			



Identification and Qualifications

- 1. Provide the name, address and email address of the contact person authorized to negotiate for the associated work.**

R. W. Armstrong & Associates, Inc. (RWA)
8300 Broadway, Suite E-1
Merrillville, Indiana 46410

Phil Gralik, P.E. – Regional Director
pgralik@rwa.com

Work will be performed from both our Merrillville office and our Indianapolis headquarters.


- 2. List all proposed subconsultants, DBE/MBE/WBE status, and the percentage of work to be performed by the prime consultant and each subconsultant.**

Consultant	Relationship	DBE Status	Work Effort	%
R. W. Armstrong	PRIME	NO	Design/Public Involvement	79%
Bernardin, Lochmueller & Assoc. (BLA)	SUB	NO	Interchange Justification Report	5%
E & K	SUB	NO	Traffic/Noise Analysis	1.5%
VS Engineering	SUB	YES	Topographic Survey 6.1	5%
ASC Group	SUB	YES	Archaeological/Historical	1%
TBE Group	SUB	NO	Utility Coordination/SUE	2%
Woodco Enterprises	SUB	NO	Title Research 12.2	1%
RWS South	SUB	NO	Value Analysis, etc.	2%
Vale Appraisal Group	SUB	NO	Appraisal 12.4	2%
Stankovan and Company Inc.	SUB	NO	Relocation 12.8	1%
Booth & Associates	SUB	YES	Closing 12.7	0.5%

- 3. Provide name and contact information of five (5) previous clients on similar projects when the firm completed the project on time and within budget.**

Due to the nature of interchange design work typically done through a state DOT, R. W. Armstrong's previous interchange design work has all been with INDOT. Listed below are five recently completed INDOT projects that were fast-track design and included interchange design, environmental and right-of-way components. Also are two BLA projects that involved the completion of an interchange justification report.

Client	Contact	Phone	Project	Cost	Const. Complete
INDOT	Walt Land	317-233-3699	* I-70 & Six Points Road New Interchange in Hendricks & Marion Counties (Part of the I-70 Fast Track project)	\$35 M	2004
INDOT	Walt Land	317-233-3699	I-70 and I-465 Design/Build Interchange Modification in Marion County	\$67 M	2002



Client	Contact	Phone	Project	Cost	Const. Complete
INDOT	Walt Land	317-233-3699	I-65 Design/Build Reconstruction from Coldsprings Road to I-465 in Marion County	\$89 M	2001
INDOT	Ron Heustis, P.E.	317-234-2777	* I-465 NW Fast Track	\$20 M	2007
INDOT	John Wright, P.E.	317-232-5147	I-69 Added Travel Lanes	\$51 M	2004
ODOT	Nino Brunello, P.E.	614-752-5742	Seanons Road Interchange Justification Study	\$15 M	2007
Vanderburgh County, IN	John Stoll, P.E.	812-435-5773	I-64/Lynch Road New Interchange	\$8 M	2002

*Project write-ups are included in this LOI for more detailed information.

4. Remaining space within the ten (10) pages, Section A.1 may be utilized to provide personnel resumes, additional information concerning qualifications, etc.

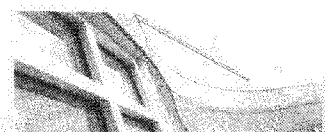
Phil Gralik, P.E., our Merrillville Office Director, is our proposed project manager. With Phil being only five minutes from your office, he will be easily accessible to you at all times. Supporting Phil will be a large team of professionals divided along two distinct areas: Construction Plan Production led by Steve Fleming, P.E. and Right of Way (ROW) Acquisition Services led by Fred Benge, L.S., our Director of Right-of-Way Services. Both Steve and Fred will be working directly with Phil to deliver this project on time and on budget. Our INDOT prequalified subconsultants were selected to complement each of these areas and provide you with the best value and most qualified team members.

Construction Documents:

Bernardin, Lochmueller and Associates (BLA) is an Indiana based transportation planning, environmental, and design firm with over 100 professionals. The vast majority of their work is with state DOTs and MPOs developing feasibility studies, EISs, and Interchange Justification Reports (IJR). These involve extensive traffic modeling and forecasting, regional economic analysis, and benefit cost analysis. David Ripple, PhD, AICP, P.E. will be the lead in developing the IJR for your new interchange. His background in successfully completing these and knowledge of FHWA will be an asset to you.

Edwards and Kelcey is locally based and will provide services for traffic signal system, noise mitigation, and lighting as necessary. We have worked together on many fast-track projects and feel the strength of their staff complements ours well. Specific personnel to be included on this assignment include Dave Henkel, P.E., P.T.O.E. for overall traffic signalization and coordination.

ASC Group, Inc. (ASC) is a cultural and environmental resources management company. The company is composed of three divisions: Archaeological Services; Architectural Surveying and Community Interpretation; and Ecological and Environmental Services. A certified DBE and small business entity, ASC was formed in 1986. Since inception, ASC has averaged more than 100 projects a year ranging from small bridge replacements to major highway relocations.



VS Engineering (VSE), an Indiana based DBE engineering and survey firm, will provide the survey services required. We've successfully teamed with VSE in the past and they have a long history of providing excellent quality service in a timely manner.

TBE Group will be providing utility coordination services as well as SUE work. R. W. Armstrong has worked with TBE Group successfully on a number of projects including the I-70 and I-465 Fast Track projects. These projects required intensive coordination with the various utility companies to accommodate the needed utility relocations in a timely manner. Sandra Jones will lead this effort as well as the previously mentioned efforts.

Right-of-Way:

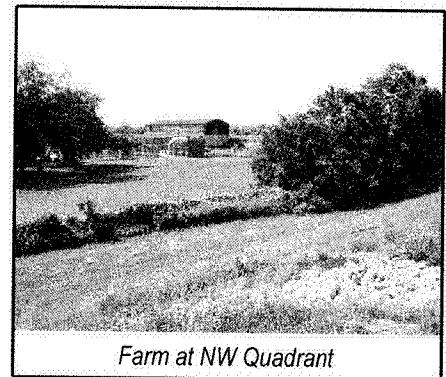
Fred Bengé, L.S. will manage all the ROW activities necessary to successfully transfer ownership of the needed property to INDOT prior to the Ready for Contracts date.

Woodco Enterprises Ltd. will assist in the preparation of the necessary title research for the affected parcels. R. W. Armstrong has a long history of using Woodco Enterprises for title research on projects for both INDOT and LPA projects.

RWS South Inc. has been integral to ROW work at R. W. Armstrong for a number of years, acting as a true extension of our staff. They will assist in the following areas:

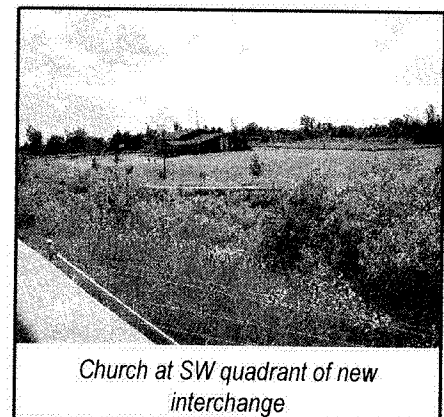
- Value Analysis
- Appraisal Review
- Negotiation

For the actual appraisal work, we believe that a local firm more intimately aware of the local market would provide you the best value regarding appraisals. We have selected locally-based **Vale Appraisal Group** for this task. We've worked with Jeff Vale on several Lake County projects over the years and have found he provides excellent service.



Farm at NW Quadrant

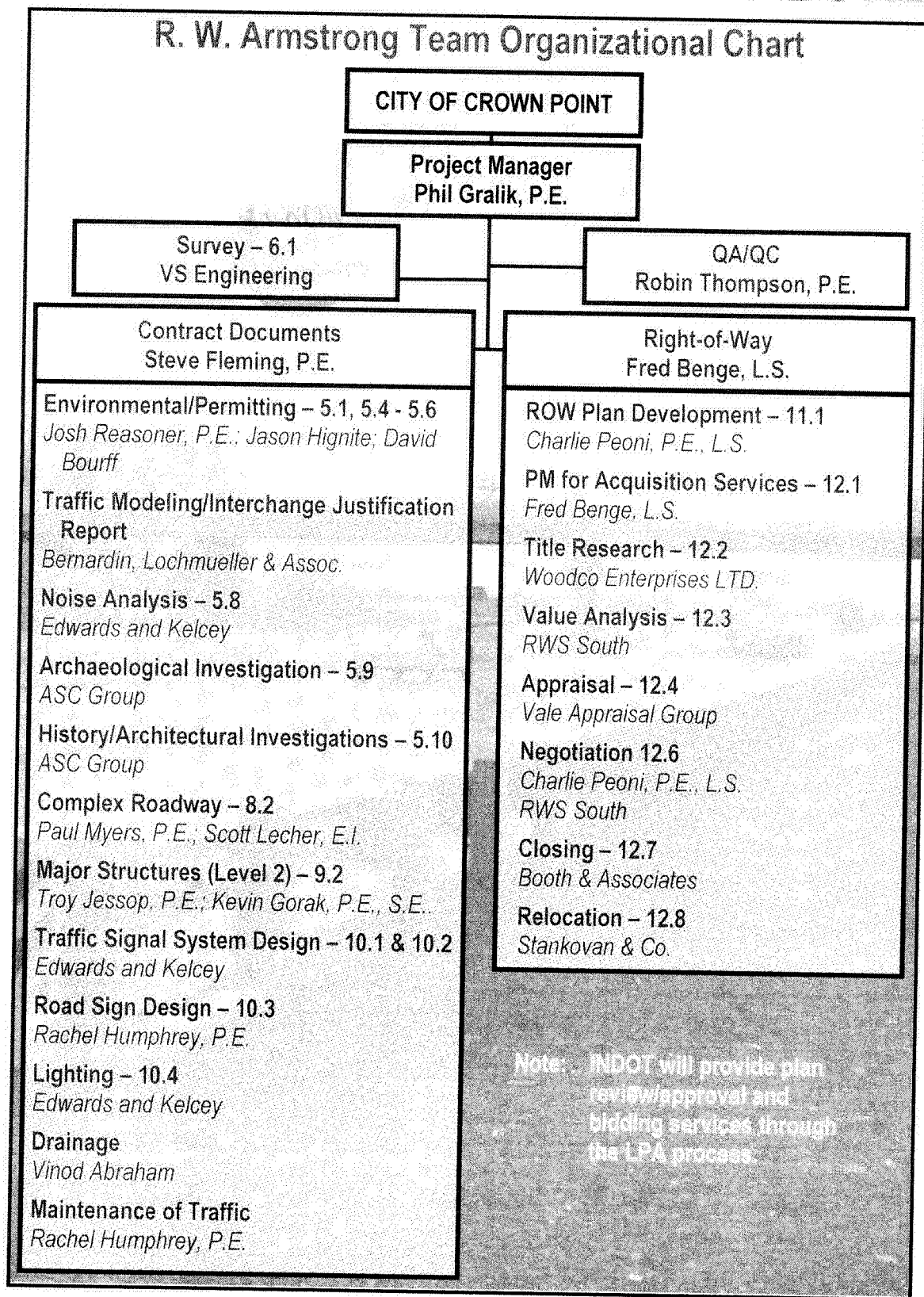
It is anticipated that the church at the southwest quadrant and the home and barns located at the northwest quadrant will be impacted by this project and will require relocation. Other homes/businesses along 109th Street west of I-65 will be impacted as well, but may not require relocation. We have selected **Stankovan and Company Inc.** for relocation activities. Margie Stankovan has worked with R. W. Armstrong on relocation properties in the past.

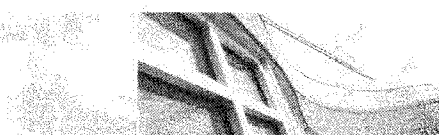
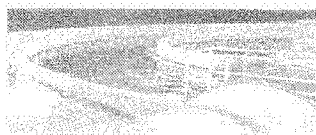
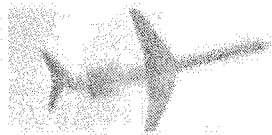


Church at SW quadrant of new interchange

Booth and Associates, an Indianapolis based DBE land acquisition firm, will perform the closing services on all required parcels.

Our team has all the necessary resources and availability to successfully deliver this project on schedule and on budget. The following pages include resumes of key team members and sample relevant completed projects for your review.





PHILLIP E. GRALIK, P.E.

Regional Director – Merrillville

Responsibilities

Phil is our Regional Director of our Merrillville, Indiana office. Phil's extensive background in municipal engineering including storm water management, sanitary sewer, and transportation experience allows him to manage and perform design activities on a wide range of civil engineering projects.

Background

Prior to joining R. W. Armstrong, Phil obtained valuable experience while serving as Deputy City Engineer/Storm Water Engineer for the City of Valparaiso and Superintendent of the County Highway Department and County Engineer for Marshall County. Phil has extensive experience in storm water/storm sewer design that allows him to analyze the source of the initial problems and quickly produce cost-effective, efficient solutions. In the past, Phil has successfully designed, reviewed and supervised the construction of multiple municipal improvements for projects totaling over \$40 million. He has also supported construction inspection on projects totaling over \$10 million. While at the County Highway Department, Phil had taken the leadership role in turning the maintenance program around and began to significantly improve road conditions within a year.

Project Experience

Brown Avenue Extension – Terre Haute, Indiana

- Preliminary Engineering included the evaluation of multiple alternatives to determine the best solution to drain multiple areas with flooding problems
- Design included storm water modeling of system to ensure proper drainage of system
- Best Management Practices (BMP's) were also selected and designed as part of this project to mitigate storm water quality concerns

MCD – Merrillville, Indiana

Future Capital Improvements Project Planning Report

- Long range plan development for project prioritization

EDUCATION

Bachelor of Science
Civil Engineering, 1995
Rose-Hulman Institute of
Technology

REGISTRATIONS

Professional Engineer
State of Indiana

CERTIFICATIONS

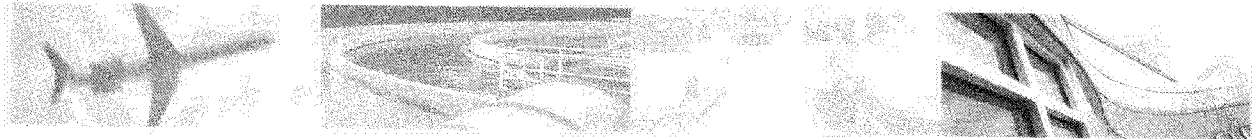
Certified Professional in Erosion
and Sediment Control
Natural Resources Conservation
Society (NRCS) / International
Erosion Control Association
(IECA)
Certified Professional in Storm
Water Quality

- Included schematic design and cost estimate of every project
- Evaluation included capacity and condition of existing system, system controls, maintenance program, unsewered areas, and future development possibilities.

MCD - Merrillville, Indiana

Westside Interceptor Sewer

- Design of a large gravity interceptor sewer to serve new development west of the Town of Merrillville.
- Design included elimination of existing, active waste water treatment plant and the connection of that sanitary sewer system to the new interceptor.



STEVEN P. FLEMING, P.E.

Vice President

Responsibilities

Steve is a Vice President in our Transportation Team which is comprised of project managers, project engineers, cad managers, cad technicians, inspectors and administrative personnel. As a Vice President, Steve's responsibilities include the management of personnel, project assignments, client coordination, and monitoring of project scopes, schedules and budgets.

Background

Steve has 18 years of experience in the design and evaluation of highway construction and improvement projects in both urban and rural environments. Steve has managed over \$1 billion of highway construction projects in his career.

Project Experience

I-70 Fast Track, Indianapolis, Indiana

- \$170 million relocation of four miles of I-70 adjacent to the Indianapolis Airport
- Construction of a new system interchange for the proposed Midfield Terminal and an additional partial cloverleaf interchange
- Design for both the immediate project as well as the staged improvements of adding additional capacity through additional flyover ramps and travel lanes at a later date
- Extensive coordination with the adjacent Airport to accommodate their future needs as well as to determine the cost sharing between the Airport Authority and Indiana Department of Transportation
- Project was required to be designed and constructed 30 months from notice to proceed
- Won numerous awards including ASCE Indiana Project of the Year, ACEC Indiana Grand Award, and Excellence in Concrete Paving Award

Legacy Parkway, Salt Lake, Utah

- 14-mile four-lane divided roadway on new location abutting the environmentally sensitive Great Salt Lake
- Design and construction of 32 new bridges, two major full directional interchanges, two minor tight diamond interchanges, and a combination equestrian/pedestrian trail system
- Reconstruction of the I-15/US 89 interchange to accommodate the new Legacy Parkway leg
- Minimized right-of-way acquisitions along existing I-15 - constrained on one side by the existing railroad and an amusement park and residential housing on the other
- Project included several direct connector roadways on structure, extensive retaining walls and a detailed maintenance of traffic scheme, which was constrained by the 2002 Winter Olympics
- Construction cost of \$330 million

EDUCATION

Bachelor of Science
Civil Engineering, 1987
Polytechnic University

REGISTRATIONS

Professional Engineer
States of Indiana, Ohio and
New York

AFFILIATIONS

Institute of Traffic Engineers



David Ripple, Ph.D., AICP, PE – SUBCONSULTANT TRANSPORTATION MANAGER

Dr. Ripple is a BLA Senior Associate, and the Chief of Transportation Planning and Land Use Studies. His responsibilities include: metropolitan transportation plans, major transportation investment and corridor studies, transit and traffic impact studies, comprehensive land use plans, and growth management controls. Dr. Ripple has over three decades of transportation and land use planning experience. Over the years, he has managed numerous corridor studies of all sizes and types for the INDOT and KYTC. These studies have examined a wide range of transportation planning issues, including travel forecasting, alternative route locations and facility types, alternative land use patterns, community and environmental considerations, air quality analysis, and public consensus-building.

Education / Registrations / Certifications:

Doctorate, Urban and Transportation Engineering, Purdue University, West Lafayette, Indiana, 1974; Master of Science, Civil Engineering, Purdue University, West Lafayette, Indiana, 1970; Bachelor of Science, Civil Engineering, Rose-Hulman Institute of Technology, Terre Haute, Indiana, 1969 / Registered Professional Engineer in the states of: Kentucky (No. 11409, 1979), Indiana (No. 19600260, 1996), and Illinois (No. 062-057354, 2004) / "Intersection Design and Channelization," American Society of Civil Engineers, webinar, November 29, 2005, 1.5 PDH; "Signalized Intersection Safety," American Society of Civil Engineers, webinar, October 25, 2005, 1 PDH; "Thinking Beyond the Pavement Design Workshop" Context-Sensitive Design, University of Kentucky, 14 PDH, October, 2001

Relevant Experience:

LaPorte (IN) Economic Development Corridor Feasibility Study, current – Project Manager

Statewide Open-ended Corridor Planning Studies, Kentucky Transportation Cabinet: I-64 Strategic Corridor Study, US 27/I-75 Connector, the Eminence Bypass, US 41A in Webster County, KY 55 in Nelson/Spencer County, US 150/I-75 Connector, and US 641 in Calloway County, 1998-2002 - Project Manager

I-264: US 60 to US 42 Capacity/Weaving Analysis (Louisville, KY), 2000 – Project Manager

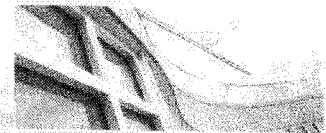
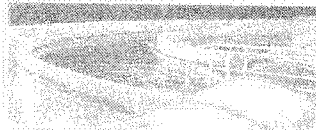
US 31/I-65 Connector EIS (Bowling Green, KY), 2003 to present - Subconsultant Transportation Manager

I-66/Bowling Green (Kentucky) Outer Beltline Study, Kentucky Transportation Cabinet, 2003 - Transportation Manager

I-69 Henderson (Kentucky) to Evansville (Indiana) EIS, Kentucky Transportation Cabinet and Indiana Department of Transportation, 2002-2004 - Subconsultant Transportation Manager

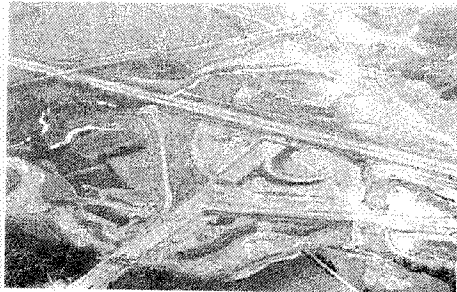
Transportation plans and travel models for Bloomington (IN), Bloomington-Normal (IL), Bowling Green (KY), Evansville (IN), Jackson (TN), Muncie (IN) and Terre Haute (IN) – Project Manager

Angola (IN) US 20 Bypass Feasibility Study, 2006 – Project Manager



FAST TRACK – I-70/SIX POINTS ROAD INTERCHANGE

Indianapolis, Indiana



R. W. Armstrong completed the design for the new Six Points Road Interchange adjacent to Indianapolis International Airport. This is a portion of a large fast-track project that involved realigning and lowering I-70, constructing a new airport interchange, and adding additional mainline and collector – distributor (CD) lanes. This \$170 million project started in the spring of 2002 and was designed and constructed prior to the end of 2004.

The new Six Points Road Interchange included the following:

- Two miles of a new four-lane Six Points Road with a raised median. New storm sewers and curb and gutter were constructed.
- Several thousand feet of CD lanes and connector ramps
- Several thousand feet of retaining wall
- The relocation of the East Fork of White Lick Creek
- Six new bridges and two bridge widenings including the grade separation bridge on Six Points Road over I-70. This bridge is a four-span, 388.5-foot long prestressed concrete bulb-tee structure that is 170 feet wide while accommodating nine lanes of traffic.

High School Road over I-70 was also part of RWA's responsibilities and included the replacement of the existing structure. The new bridge is a four-span, 350-foot long concrete beam structure that accommodates four lanes. The approaches were upgraded as well.

In order to meet the fast-track schedule, the project was developed to allow construction and design to occur simultaneously. Seven separate construction contracts were utilized as follows:

- Grading/drainage/stream relocation
- Non-critical bridges
- Six Points Road
- Additional paving, signing and lighting
- Critical bridges
- Paving, signing and lighting
- High School Road

CLIENT

Indiana Department of
Transportation
Indiana Government
Center North
100 North Senate Ave.
Indianapolis, Indiana
46204-2217

CONTACT

Mr. Walt Land
Specialty Projects
Manager
(317) 233-3699

COST

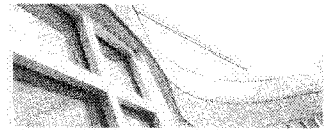
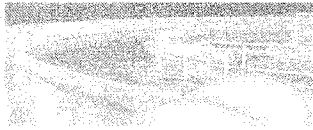
\$35 million

COMPLETE

2004

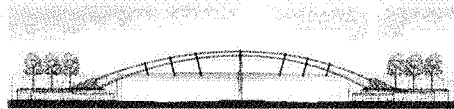
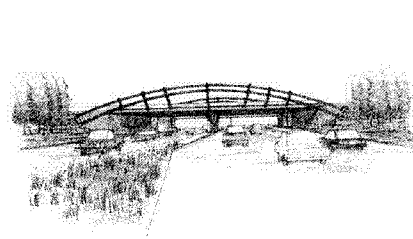
AWARDS

2004 ASCE Indiana
Civil Engineering
Project of the Year
2004 ACEC
Engineering
Excellence – Grand
Project Award
2005 Excellence in
Concrete Pavement
Award



I-465 NORTHWEST FAST-TRACK PROJECT

Marion County, Indiana



The I-465 Northwest Fast-Track project design was just completed by R. W. Armstrong and JSE with some portions of this project currently under

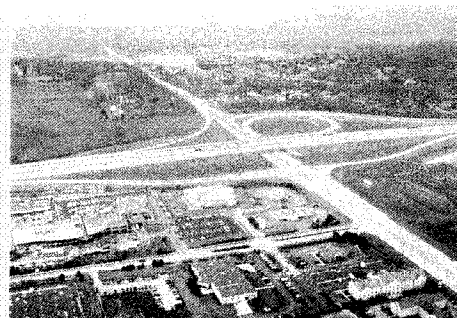
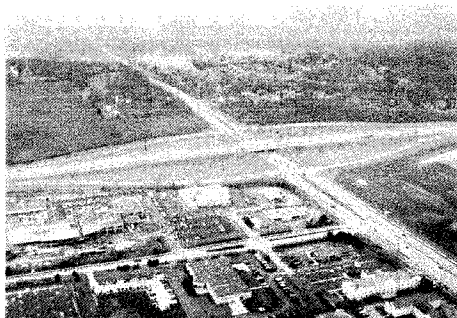
construction. The project is located on the northwest side of Indianapolis within two major business parks and mixed residential and retail communities. Sensitivity to the diverse needs and interests of these communities is a priority which includes using Fast Track contract techniques to construct usable roadway segments while minimizing delays to the driving public.

This was one of the first large scale projects to use Indiana's emerging Context Sensitive Solutions (CSS) policy. This includes bridge aesthetics and landscaping on a systemic and thematic level.

Design and construction elements include:

- Replacing and reconfiguring the 71st and 86th Street interchanges
- Replacing aging pavement throughout the 3.5 mile project
- Adding thru lanes to create eight lanes total
- Adding collector-distributor (CD) lanes between interchanges
- Adding new flyover structures at 71st Street
- Adding multi-use pedestrian trails through the interchanges, including grade separation structures

Extensive 3-D Modeling and architectural renderings were developed to aid INDOT's decision making process regarding CSS. These were also instrumental in the successful public outreach effort.



CLIENT

Indiana Department of
Transportation
Indiana Government
Center North
100 North Senate Ave.
Indianapolis, Indiana
46204-2217

CONTACT

Mr. Ron Heustis, P.E.
Specialty Projects
Manager
(317) 234-2777

COST

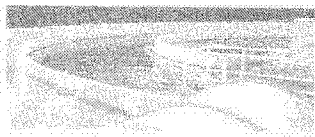
\$20 million – RWA portion
\$88 million [Estimated] –
Total Project

COMPLETE

2007 [Estimated]

"Every time I drive on I-465, on the Westside, I marvel how nice a highway this has become. More important perhaps was the ease with which this seems to take shape without major construction complaints. It was a seamless and wonderful "quiet summer construction", the kind we all love."

- Thomas Sharp
Commissioner, INDOT



Key Staff , Experience and Capacity

R. W. Armstrong offers an established and proven transportation team consisting of more than 100 professionals in our Transportation Team alone. Our understanding of INDOT's policies and procedures coupled with our experienced personnel are reasons we have been selected for a number of the largest and most aggressive scheduled projects in Indiana. We are known for performing on Fast Track Projects by adding outstanding value, meeting schedules and budgets, and committing to serve the needs of our clients.

Phil Gralik, P.E., is our proposed project manager. Phil is our Merrillville Office Director and will be supported by professionals in his local office as well as others from our Indianapolis headquarters. Our production, design and right of way team members all have significant new interchange experience. **Timing for your 109th Street Interchange is perfect for us because we just completed the design of two large interchange projects for INDOT**, the I-465 NW Fast-Track project in Indianapolis and the US 231/I-64 new Interchange in Spencer and Dubois Counties. Finishing these projects allow us to have significant capacity to meet and even exceed your project schedule.

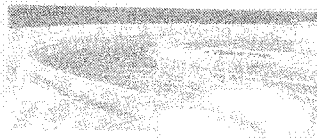
Name	Title	Relevant Experience	Current Responsibilities	Available Capacity
Phil Gralik, P.E.	Project Manager	1, 5	10, 11	65%
Steve Fleming, P.E.	Design/Production Manager	2, 5	13	60%
Fred Bengel, L.S.	Land Acquisition Manager	2, 6	12	60%
Paul Myers, P.E.	Lead Interchange Designer	3, 5	12	75%
Troy Jessop, P.E.	Lead Bridge/Structures Designer	2, 4, 5	13	70%
Rachel Humphrey, P.E.	MOT/Signing Designer	2, 3, 5	13	50%
Josh Reasoner, P.E.	Permitting/Environmental Lead	7	8, 9	40%
Charlie Peoni, P.E., L.S.	Signal Designer/ROW Engineer/Buyer	1, 2, 3, 5 & 6	12, 14	50%
David Ripple, PhD, AICP, P.E.	Transportation Planner	8, 9	15, 16	40%

Relevant Project Experience

1. County/City Engineer
2. I-70 Fast Track in Marion Co.
3. I-69 Fast Track Added Travel Lanes in Allen Co.
4. US231 Bridge over E. F. White River in Dubois Co.
5. I-465 NW Fast Track
6. INDOT Open End R/W Engineering
7. Utility Engineer/Manager in past for a utility and contractor
8. US20 Bypass Feasibility Study in Angola
9. I-264/US60 Interchange

Current Responsibilities

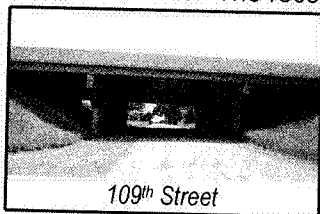
10. Merrillville Conservancy District - Various Projects
11. Westlake Corridor New Start Studies w/ NICTD
12. 126th Street Road Reconstruction in Fishers
13. I-465/38th Street Interchange Modification in Marion Co.
14. Turkey Neck Road/Bridge in Morgan Co.
15. LaPorte, IN Economic Development Corridor Feasibility Study
16. US31/I-65 Connector EIS



Project Approach

Due to the increasing traffic volumes at the interchanges at US 231 and US 30 on I-65, a drop in level of service at these locations has resulted. The need for a new interchange to serve the City of Crown Point and its surrounding area has led to the determination to construct a new interchange at 109th Street. After review of the Transportation Study, discussion with City officials, and visiting the site, our understanding of the scope is that the project entails the interchange justification study and design of a new interchange at 109th Street along with all the corresponding environmental, permitting, and land acquisition services required to have the project ready for contracts by January 2008.

The study suggests using a standard diamond interchange configuration. We will study and propose alternate alignments and configurations to minimize the right of way impacts to the area. With a pond at the SE quadrant, a church at the SW quadrant, and homes/businesses/barns along 109th Street west of I-65, minimizing impacts to these will allow this project to be built expeditiously. Overall costs and safety will be equally weighed in these considerations. We utilize state of the art interchange design software that will allow us to quickly analyze different options. These options can be 3D visualized to help bring the different scenarios to life and to show property impacts with associated costs for construction and right of way. The I-65 bridges at Beaver Dam Ditch north and the trail bridge south of 109th Street may require widening due to the entrance and exit ramps required for the new interchange. 109th Street will be widened to accommodate three lanes of traffic, two through lanes and a dedicated left turn lane. Future traffic projections show that a five-lane section will be required by 2030. The design of the new interchange will be set up to accommodate the future five-lane typical section along 109th Street to minimize costs when that time arrives. The recommended 109th Street roadwork and widening will occur from SR 53 to Colorado Avenue which is approximately two miles in length. The eastern terminus could possibly be shortened to Iowa Street, shortening the project limits by 2500'. This will all be part of our overall project analysis we will perform at the initiation of the contract.



Other early action items we will begin immediately following the notice to proceed will include initiating the survey, subsurface utility engineering, data collection, interchange justification items including traffic and economic analysis, and obtaining existing information from the utility companies. Early utility communication and coordination will help ensure no surprises late in the project development. Land acquisition activities will be critical to meeting the project schedule. Once the survey is complete, our right of way staff will begin the title searches to validate property lines and identify the most likely impacted properties. Land acquisition is a critical path item and beginning early is the key to maintaining the project schedule and will also minimize the amount of rework due to inaccurate information. This is a key component we've learned in successfully meeting aggressive schedules.

We're known to INDOT as their go-to consultant for Fast Track Projects. We've learned that you need good communication with all the parties involved including FHWA gaining new interchange approval. This is critical in developing utility relocation plans, land acquisition activities, stakeholder coordination and public outreach, IJR's, design related issues, and plan reviews and approvals. We've done this before and will perform on your project. We have analyzed your project and schedule and feel **we can beat your proposed Ready for Contracts date by at least four months!** This will allow for a winter letting so the contractor can begin clearing activities, allowing utilities to relocate by the spring when the major construction can begin. We are excited about the opportunity to be a part of this important project!

AFFIRMATIVE ACTION CERTIFICATION

I do hereby certify that it is the intention of my company to affirmatively seek out and consider certified DBEs to participate as part of this proposal

I understand and agree that all subconsulting in connection with this proposal, whether undertaken prior to or subsequent to the notice to proceed will be in accordance with the requirements for the Disadvantaged Business Enterprise Program, included elsewhere in this RFP. I understand and agree that no subcontracting will be approved or commenced until the Department of Transportation has reviewed and approved the affirmative actions taken by my company or me.

I understand that utilization of certified DBEs is in addition to all other equal employment requirements of this RFP.

I acknowledge that this certification is to be made an integral part of this proposal.

I understand and agree that the submission of a blank certification shall cause the proposal to be rejected.

I hereby certify that contact has been made with the certified DBEs listed in this certification. If my company becomes the CONSULTANT, the certified DBEs have tentatively agreed to perform the services. I understand that neither my company nor I will be penalized for amounts achieved over or under the amount shown for voluntary DBE utilization anticipated over the goal. However, INDOT may request an explanation for any variances.

SUBCONSULTANTS**Certified DBE Name & Address****Type(s) of Work**

- | | |
|---|---------------------------|
| 1. VS Engineering; 4275 N. High School Road; Indianapolis, IN 46254 | Topographic Survey 6.1 |
| 2. ASC Group; 4620 Indianola Avenue; Columbus, OH 43214 | Archaeological/Historical |
| 3. Booth & Associates; 3833 N. Meridian Street, Suite 327; Indianapolis, IN 46208 | Closing 12.7 |
| 4. | |
| 5. | |
| 6. | |

Approximate Percentage Credited toward DBE Goal (RC) 7%

Approximate Percentage of Voluntary DBE Work Anticipated over DBE Goal (RN) 2%

Name of Company R. W. Armstrong & Associates, Inc.

By: Phillip E. Gralik

Date 7/21/2006

Phillip Gralik, P.E., Regional Director

Individual's Name and Title (printed or typed)



STATE OF INDIANA

JOSEPH E. KERNAN, Governor

Department of Administration

MINORITY AND WOMEN'S BUSINESS ENTERPRISES DIVISION

Indiana Government Center South
402 West Washington Street, Room W469
Indianapolis, Indiana 46204-2297
Telephone: (317) 232-3061

August 20, 2004

Bhagwan C. Patel
VS Engineering, Inc.
4275 N. High School Road
Indianapolis, IN 46254

SUBJECT: Re-certification for DBE Program

Dear Mr. Patel:

The Indiana Department of Administration (IDOA) thanks you for submitting an application for re-certification as a Disadvantaged Business Enterprise (DBE) in accordance with the Federal Regulation, 49CFR, Part 26.

We are pleased to inform you that VS Engineering, Inc., in accordance with the information submitted and reviewed, is hereby certified to bid and participate in the Indiana State Program(s), which includes Transportation, as a Disadvantaged/ Minority Business Enterprise (D/MBE). This certification allows your company to participate on State and Federally-funded projects or contracts.

Based on information provided to the Indiana Department of Administration (IDOA) and/or current pre-qualifications with Indiana authorities, your firm is certified as a DBE firm in the following areas:

CIVIL ENGINEERING & DESIGN SERVICES NAICS Code: 541330

This is not based on your pre-qualification through an Indiana authority. Rather, it is based on information provided in your application and supporting documentation.

This certification is valid **through August 31, 2007 inclusive**. While the certification is valid for a three-year period, we will request annual updates regarding those issues critical to maintaining your certification.

If the firm should develop the resources, including equipment and personnel, to become involved in other areas and wishes to be certified in those areas, you must notify this office for a determination, which may require additional documentation. If the firm no longer has the ability to perform in certain areas or loses its pre-qualification status in certain areas, IDOA must be notified on those changes within seven (7) days of the firm notification of the same. Failure to do so may result in your firm being removed from eligibility.

Also, location and/or telephone changes, changes to ownership and/or managerial/operation control of the business shall be reported to IDOA within seven days of the change. Failure to do so may result in your firm being removed from eligibility.

IDOA reserves the right to rescind this certification if any of the following are found to be true: 1) the above requirements are not met; 2) the information upon which the certification is based proves to be false, inaccurate or misleading 3) other just cause is determined through established investigative procedures.

This certification is not necessarily accepted by other states or agencies and does not validate the capability or capacity of your firm to perform in the area(s) for which you have been certified.

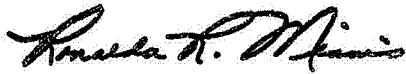


RECYCLED PAPER

Equal Opportunity Employer

Questions regarding this certification may be address to the Indiana Department of Administration, Minority Business Development Division, at 317/232-3061. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald R. Minnis". The signature is fluid and cursive, with the first name "Ronald" and last name "Minnis" clearly legible.

Ronalda R. Minnis

Deputy Commissioner of Administration for Minority and Women Business Enterprises

RRM: CAL

cc: INDOT Supportive Services
File



STATE OF INDIANA

JOSEPH E. KERNAN, Governor

Department of Administration

MINORITY AND WOMEN'S BUSINESS ENTERPRISES DIVISION

Indiana Government Center South
402 West Washington Street, Room W469
Indianapolis, Indiana 46204-2297
Telephone: (317) 232-3061

August 23, 2004

Shaune M. Skinner, President
ASC Group, Inc.
4620 Indianapolis Ave.
Columbus, OH 43214

SUBJECT: Recertification for Disadvantaged and Women Business Enterprise Program

Dear Ms. Skinner:

The Indiana Department of Administration (IDOA), Minority and Women's Business Enterprises Division thanks you for submitting an application for certification as a Disadvantaged/ Women Business Enterprise (D/WBE).

We are pleased to inform you that ASC Group, Inc. is hereby certified as a Disadvantaged and Women Business Enterprise (D/WBE), in accordance with the information submitted and reviewed. This determination is based on information provided to IDOA that indicates your firm provides a commercially useful function in the area(s) of Business Services - NAICS Code 541320 - Consultant- Architectural Services.

This certification is valid through August 31, 2007, inclusive. While the certification is valid for a three-year period, we will request annual updates regarding those issues critical to maintaining your certification.

If the firm should develop the resources, including equipment and personnel, to become involved in other areas and wishes to be certified in those areas, you must notify this office for a determination which may require additional documentation. If the firm no longer has the ability to perform in certain areas or loses its pre-qualification status in certain areas, IDOA must be notified of those changes within seven days of the firm's notification of the same. Failure to do so may result in your firm being removed from eligibility.

Also, location and/or telephone changes, changes in the ownership and/or managerial/operational control of the business shall be reported to IDOA within seven days of the change. Failure to do so may result in your firm being removed from eligibility.

IDOA reserves the right to rescind this certification if any of the following are found to be true: 1) the above requirements are not met; 2) the information upon which the certification is based proves to be false, inaccurate or misleading; 3) other just cause is determined through established investigative procedures.

This certification is not necessarily accepted by other states or agencies and does not validate the capability or capacity of your firm to perform in the area(s) for which you have been certified.

Questions regarding this certification may be addressed to the Indiana Department of Administration, Minority and Women's Business Enterprise Division, at 317/232-3061.

Sincerely,

Ronald R. Minnis
Deputy Commissioner
Indiana Department of Administration
Minority and Women's Business Enterprises Division

RRM: dip
cc: INDOT Supportive Services
File



RECYCLED PAPER

Equal Opportunity Employer



STATE OF INDIANA

MITCHELL E. DANIELS, JR., Governor

Department of Administration

MINORITY AND WOMEN'S BUSINESS ENTERPRISES DIVISION

Indiana Government Center South
402 West Washington Street, Room W469
Indianapolis, Indiana 46204-2297
Telephone: (317) 232-3061

May 18, 2005

Booth & Associates, Inc.
Attn: Milton Booth
3833 North Meridian Street
Suite 327
Indianapolis, IN 46208

SUBJECT: Certification for the Minority and Disadvantage Business Enterprise Program

Dear Mr. Booth:

The Indiana Department of Administration (IDOA) thanks you for submitting an application for certification as a Minority and Disadvantage Business Enterprise (D/MBE).

We are pleased to inform you that **Booth & Associates, Inc.** is hereby certified as a Minority and Disadvantaged -owned Business Enterprise (M/DBE), in accordance with the information submitted and reviewed. This determination is based on information provided a commercially useful function in the area(s) of **NAICS Code: 531320 – Offices of Real Estate Appraisers** and **UNSPSC Code(s): 80131802 – Real Estate Appraisal Services and 78101804 – Relocation Services**. We have requested that an UNSPSC code be added for **Negotiation Services**, a service you also provide. We will update your certification if and when this new code becomes available.

This certification is valid through **May 31, 2008** inclusive. While the certification is valid for a three-year period, we will request annual updates regarding those issues critical to maintaining your certification.

If the firm should develop the resources, including equipment and personnel, to become involved in other areas and wishes to be certified in those areas, you must notify this office for a determination which may require additional documentation. If the firm no longer has the ability to perform in certain areas or loses its pre-qualification status in certain areas, IDOA must be notified on those changes within seven days of the firm's notification of the same. Failure to do so may result in your firm being removed from eligibility.

Also, location and/or telephone changes, changes in the ownership and/or managerial/operational control of the business shall be reported to IDOA within seven days of the change. Failure to do so may result in your firm being removed from eligibility.

IDOA reserves the right to rescind this certification if any of the following are found to be true: 1) the above requirements are not met; 2) the information upon which the certification is based proves to be false, inaccurate or misleading; 3) other just cause is determined through established investigative procedures.

This certification is not necessarily accepted by other states or agencies and does not validate the capability or capacity of your firm to perform in the area(s) for which you have been certified.

Questions regarding this certification may be addressed to the Indiana Department of Administration, Minority and Women Business Enterprises Division, at 317/232-3061. Thank you.

Sincerely,

Claudia Cummings
Deputy Commissioner
Indiana Department of Administration
Minority and Women Business Enterprises Division

CC/akb
Cc: File



RECYCLED PAPER

Equal Opportunity Employer

CURRENT AND COMPLETED PROJECTS

Name of Firm: R. W. Armstrong & Associates, Inc., **Date:** 7-21-06

List **all** current highway projects assigned to the personnel that would also be working on contract assignments associated with this RFP item, sorted in order from lowest percent of completion to highest.

Also, after the list of current projects, list the same information for representative projects completed within the last five (5) years which have similar characteristics to those associated with this RFP item. Projects completed under the direction of project managers while employed by other firms may be listed, if clearly identified as such, and may also be highlighted in resumes' elsewhere in the Lol.

a.	Project Name / Location	Project Manager	Construction Cost	% or Yr Complete	Client
b.	Services being provided (ex. - Survey, Road Design, Bridge Design, Construction Inspection, etc.)				
a.	96 th Street Transportation Plan / Hamilton County, Indiana	Jason Hignite (Env PM)	N/A	10%	Indy MPO
b.	Transportation Plan, Alternatives Analysis, Environmental Constraints				
a.	Cynthanea Road Transportation Plan / Hamilton County, Indiana	David Bourff (Env PM)	N/A	10%	Maury Plambeck
b.	Transportation Plan, Alternatives Analysis, Environmental Constraints				
a.	INDOT Open End R/W Engineering	Fred Bengé	N/A	2008	INDOT
b.	R/W Engineering				
a.	Fishers Open End Land Acquisition Services	Charlie Peoni	N/A	2008	Ron Rainey
b.	R/W Engineering, Appraising, Buying				
a.	I-465 West - 38 th Street Interchange	Robin Thompson	\$25 M	35%	Town of Fishers
b.	Road & Bridge Design				
a.	Indianapolis Cultural Trail - Alabama St. Segment / Indianapolis	Jason Hignite (Env PM)	\$36 M	50%	Jeff Heiking
b.	Program Management, Environmental Documentation (CE)				
a.	Burkhardt & Virginia Intersection Improvement	Scott Lecher	\$500,000	60%	INDOT
b.	Road and Signal Design				
a.	126 th Street Widening	Paul Myers; David Bourff (Env PM)	\$20 M	70%	Louis Fagans
b.	Road and Bridge Design; Environmental Documentation (EA)				
a.	Turkey Neck Road New Bridge	Paul Myers	\$900,000	75%	Indianapolis DPW
b.	Bridge and Road Design, Environmental				
					Lori Miser
					Vanderburgh County
					John Stoll
					Fishers
					Jeff Heiking
					Morgan County
					Larry Smith

CURRENT AND COMPLETED PROJECTS

a. Salem-Noble Road Improvement / Clark County, Indiana	David Bourff (Env PM)	\$2 M	85%	Clark Co.
b. Road Design, Environmental Documentation (CE)				Hyun Lee
a. US 36 Reconstruction	Paul Myers	\$14 M	2006	INDOT
b. Road Design				John Wright
a. Vigo County #205 / Vigo County, Indiana	David Bourff (Env PM)	\$500,000	2006	Vigo County, IN
b. Bridge Design, Environmental Documentation (CE)				Jeff Netherlain
a. US 231 over East Fork White River	Troy Jessop	\$7.4 M	100%	INDOT
b. Bridge and Road Design				Tom Seeman
a. US 231 Relocation, Phase V & VI	Robin Thompson	\$27 M	2005	INDOT
b. Road and Bridge Design				Gary Mrozka
a. US 31 Improvement Project / Hamilton County	Jason Hignite (Env Lead)	\$500 M	2005	INDOT
b. Environmental Documentation (EIS) – Previous Employer				Chris Baynes
a. US 31 Kokomo Corridor Project / Howard & Tipton Counties	Jason Hignite (Env Lead)	\$250 M	2005	INDOT
b. Environmental Documentation (EIS) – Previous Employer				Paul Schmidt
a. US 150/SR 56/SR 37 Recon-Widen / Orange & Lawrence Counties	David Bourff (Env PM)	\$8 M	2005	INDOT
b. Road Design, Environmental Documentation (EA), Phase II ESA – Previous Employer				Paul Schmidt
a. Greenfield District Construction Inspection	Bob Allison	NA	2004	INDOT
b. Construction Inspection				Greg Pankow
a. I-70 Fast Track	Steve Fleming	\$35 M	2004	INDOT
b. Road and Bridge Design				Ron Heustis
a. I-69 Added Travel Lanes	Paul Myers	\$50 M	2004	INDOT
b. Road and Bridge Design				John Wright
a. 56 th Street Reconstruction	Charlie Peoni	\$7 M	2003	City of Indianapolis
b. Road and Bridge Design; Land Acquisition				Long Nguyen
a. Harding Street Reconstruction	Charlie Peoni	\$5.3 M	2002	City of Indianapolis
b. Road and Bridge Design, Construction Inspection; Land Acquisition				Long Nguyen

Name of Firm: R.W. Armstrong & Associates, Inc.

Contract	I-465 W 38 St. Interchange Project No. IM-465-4; Des. No. 9829610;	1
Description:	CA No. 030206; RWA No. 20036780	
<div style="border: 1px solid black; padding: 2px; display: inline-block;">Prime Consultant</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">Active</div>	Contract Date: <div style="border: 1px solid black; padding: 2px; display: inline-block;">3/3/06</div>
A. Total or Estimated Contract Amount:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$1,224,455</div>	
	Total Remaining Amount Unbilled:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$955,519</div>
B. Unbilled Amount Expected to be Completed by Subconsultants:		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$32,755</div>
C. Net Remaining Amount Unbilled (A. minus B.):		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$922,764</div>
D. Estimated No. of Years to	<div style="border: 1px solid black; padding: 2px; display: inline-block;">1</div>	
E. Estimated Annualized Contract Balance (C. / D.):		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$922,764</div>

Contract	I-465 & 86th St. Fast Track Design Agreement No. 032802 DES No. 9700840	2
Description:	RWA No. 20036920	
<div style="border: 1px solid black; padding: 2px; display: inline-block;">Prime Consultant</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">Active</div>	Contract Date: <div style="border: 1px solid black; padding: 2px; display: inline-block;">12/18/03</div>
A. Total or Estimated Contract Amount:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$3,022,700</div>	
	Total Remaining Amount Unbilled:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$46,339</div>
B. Unbilled Amount Expected to be Completed by Subconsultants:		<div style="border: 1px solid black; padding: 2px; display: inline-block;"></div>
C. Net Remaining Amount Unbilled (A. minus B.):		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$46,339</div>
D. Estimated No. of Years to	<div style="border: 1px solid black; padding: 2px; display: inline-block;">1</div>	
E. Estimated Annualized Contract Balance (C. / D.):		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$46,339</div>

Contract	Open End Bridge Rehabilitation Design Agreement No. 031711C	3
Description:	ST-9999(115) RWA No. 20043220	
<div style="border: 1px solid black; padding: 2px; display: inline-block;">Prime Consultant</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">Active</div>	Contract Date: <div style="border: 1px solid black; padding: 2px; display: inline-block;">2/16/04</div>
A. Total or Estimated Contract Amount:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$1,000,000</div>	
	Total Remaining Amount Unbilled:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$185,578</div>
B. Unbilled Amount Expected to be Completed by Subconsultants:		<div style="border: 1px solid black; padding: 2px; display: inline-block;"></div>
C. Net Remaining Amount Unbilled (A. minus B.):		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$185,578</div>
D. Estimated No. of Years to	<div style="border: 1px solid black; padding: 2px; display: inline-block;">1.5</div>	
E. Estimated Annualized Contract Balance (C. / D.):		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$123,719</div>

Contract	I-465 I-70 Phase II Final Design & Plans Interchange Modification; Design	4
Description:	Agreement No. 992301; DES No. 9502450 RWA No. 997621	
<div style="border: 1px solid black; padding: 2px; display: inline-block;">Prime Consultant</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">Pending</div>	Selection Date: <div style="border: 1px solid black; padding: 2px; display: inline-block;">May-05</div>
A. Total or Estimated Contract Amount:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$586,000</div>	
	Total Remaining Amount Unbilled:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$586,000</div>
B. Unbilled Amount Expected to be Completed by Subconsultants:		<div style="border: 1px solid black; padding: 2px; display: inline-block;"></div>
C. Net Remaining Amount Unbilled (A. minus B.):		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$586,000</div>
D. Estimated No. of Years to	<div style="border: 1px solid black; padding: 2px; display: inline-block;">3</div>	
E. Estimated Annualized Contract Balance (C. / D.):		<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$195,333</div>

Name of Firm: R.W. Armstrong & Associates, Inc.

Contract Description:	Open End R/W Engineering, Consultant Contract #041702a			5
Prime Consultant	Pending	Selection Date:	5/3/06	
A. Total or Estimated Contract Amount:	\$1,000,000	Total Remaining Amount Unbilled:	\$1,000,000	
B. Unbilled Amount Expected to be Completed by Subconsultants:				
C. Net Remaining Amount Unbilled (A. minus B.):			\$1,000,000	
D. Estimated No. of Years to	2			
E. Estimated Annualized Contract Balance (C. / D.):			\$500,000	

Contract Description:	Open End R/W Engineering, Renewal			6
Prime Consultant	Pending	Selection Date:	1/3/06	
A. Total or Estimated Contract Amount:	\$1,000,000	Total Remaining Amount Unbilled:	\$500,000	
B. Unbilled Amount Expected to be Completed by Subconsultants:				
C. Net Remaining Amount Unbilled (A. minus B.):			\$500,000	
D. Estimated No. of Years to	2			
E. Estimated Annualized Contract Balance (C. / D.):			\$250,000	

Contract Description:	SR 37 from US 150 / SR 56 to Mitchell			7
Prime Consultant	Pending	Selection Date:	5/14/01	
A. Total or Estimated Contract Amount:	\$962,780	Total Remaining Amount Unbilled:	\$313,000	
B. Unbilled Amount Expected to be Completed by Subconsultants:				
C. Net Remaining Amount Unbilled (A. minus B.):			\$313,000	
D. Estimated No. of Years to	4			
E. Estimated Annualized Contract Balance (C. / D.):			\$78,250	

Contract Description:				8
Prime Consultant	Pending	Selection Date:		
A. Total or Estimated Contract Amount:		Total Remaining Amount Unbilled:		
B. Unbilled Amount Expected to be Completed by Subconsultants:				
C. Net Remaining Amount Unbilled (A. minus B.):				
D. Estimated No. of Years to				
E. Estimated Annualized Contract Balance (C. / D.):				

Name of Firm: R.W. Armstrong & Associates, Inc.

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